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A TELEPHONE SURVEY of leading U.S. manufacturers of corporate aircraft indicates that most plan to participate in the Paris Air Show this spring, despite concerns in some quarters about the possible threat of terrorist activity resulting from the Persian Gulf War. Spokesmen for Cessna Aircraft, Gulfstream Aerospace and Learjet all said they are proceeding with arrangements for the show *(see related article on Page 46).*

MORGAN STANLEY, in an investment analysis issued last week, predicts a continued, albeit gradual, decline in deliveries of new, U.S.-built, general aviation aircraft. The company said that "based on fourth quarter and 1990 trends and a gloomier economic scenario, we have reduced our shipment projections for 1991 to 1,000 from our prior forecast of 1,100 (and versus 1,144 in 1990)," with most of the reductions anticipated in the lower end of the market. Members of the General Aviation Manufacturers Association reported billings of just over $2 billion last year and Morgan Stanley predicts that total will fall to $1.955 billion this year, even after assuming "price increases in the mid-single digits. Our preliminary 1992 projections are for 970 shipments worth $2.04 billion, assuming the recession lasts until the second half of 1991," the analysis concludes.

DASSAULT AVIATION, which is developing the Falcon 2000 in conjunction with Italian conglomerate Alenia, said it has booked about 30 options for the aircraft. The 2000 will have the same fuselage cross section as the Falcon 900 and has a "target price" of $13.7 million with standard interior and avionics. Dassault continues to add subcontractors to the program, last month signing contracts with the Garrett Auxiliary Power Division to provide the GTCP36-150[F2M] APU and Garrett's Fluid Systems Division to supply the air turbine starter.

AIRCRAFT OWNERS AND PILOTS ASSOCIATION Friday petitioned FAA to temporarily exempt certificated airmen involved in Operation Desert Storm from certain currency and inspection requirements including the biennial flight review, airmen medical and aircraft annual inspection. Petition seeks an exemption period "not to exceed 30 days or five flight hours, in which returning airmen can achieve compliance with the rules. Without this provision for a temporary exemption, former active duty airmen returning to the United States may not be able to legally pilot an aircraft...and may be unable to legally move their aircraft from its current location to an inspection facility," said AOPA President Phil Boyer.

PIPER SAYS AEROSPATIALE TO PROCEED WITH ACQUISITION

A Piper Aircraft Corp. spokesman said Friday the Vero Beach, Fla. aircraft manufacturer was notified by officials of Aerospatiale last week that the French firm "intends to proceed with the acquisition of Piper Aircraft Corp." The spokesman said M. Stuart Millar, who owns Romeo Charlie, Inc. – the holding company that owns Piper – is scheduled to meet with Aerospatiale officials this Friday (Feb. 8) "to resolve remaining open issues." Until conclusion of a final agreement, the spokesman said Piper will "continue ongoing discussions with other interested parties." Asked why Piper is continuing to talk with other parties, the spokesman explained that as in any business deal, it is not completed until all details and arrangements have been agreed upon.

(Continued on the following page)

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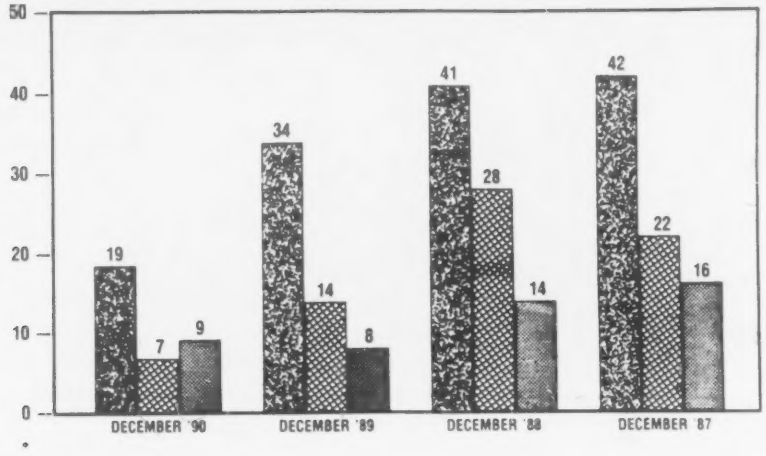
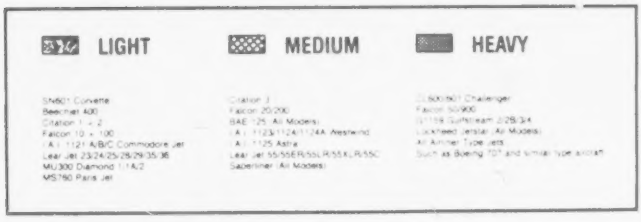
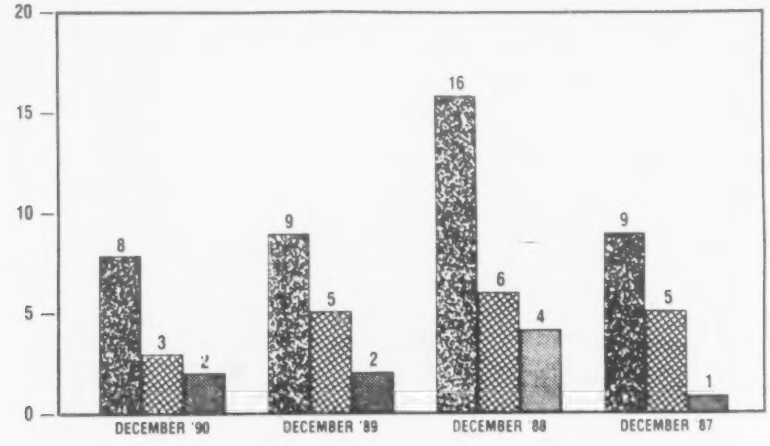
USED RETAIL JET DELIVERIES - NORTH AMERICA



FOR THE MONTH OF DECEMBER



USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



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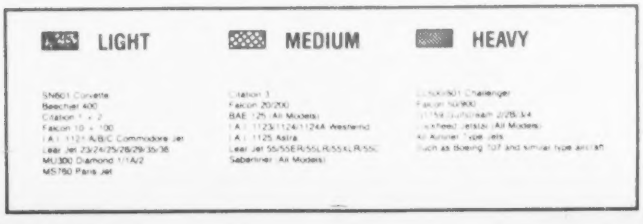

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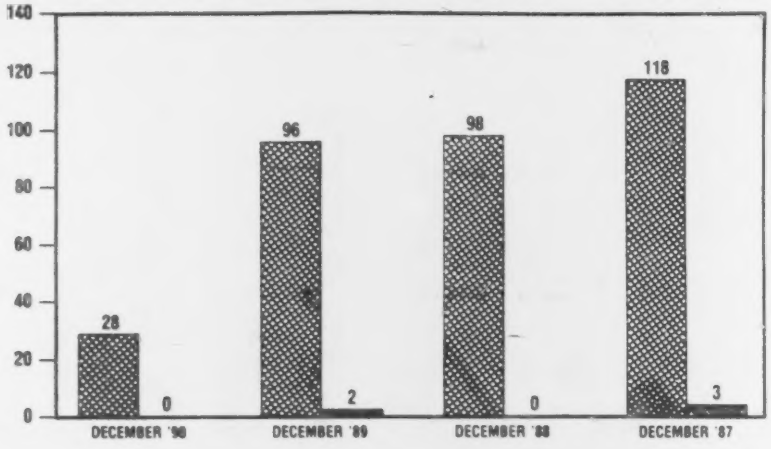
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



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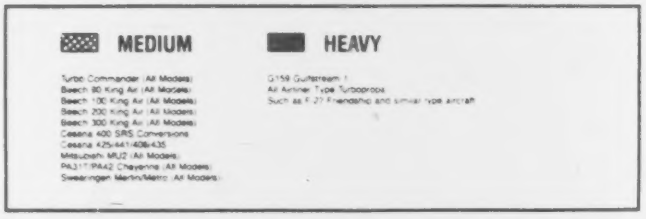
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Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)
G159 Gulfstream 1
All Airliner Type Turboprops
Such as F 27 Friendship and similar type aircraft

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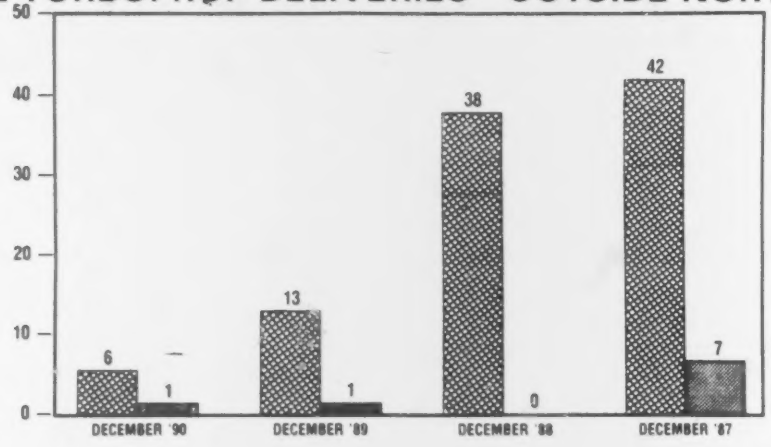

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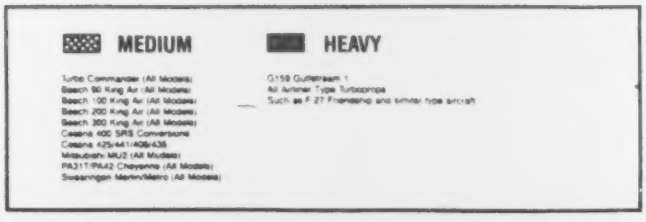
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